

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-5. (canceled)

6. (currently amended) An aircraft which comprises a body and ~~at least one~~ a first rotor connected to the body and arranged to rotate around a substantially vertical axis and comprising at least two blades, wherein the blades when rotating form a conical surface,

whereby to provide ascending force, ascending force coefficients of the blades can be adjusted to be positive and to provide propulsive force, the ascending force coefficients of the blades on a forward side and on a rear side can be adjusted to have opposite signs, [[and]]

wherein the aircraft has a rotating circular rotor rim to which roots of the blades are connected, and

wherein the aircraft has at least a second rotor.

7. (original) An aircraft as claimed in claim 6, wherein the ascending force coefficients of the blades can be adjusted as a function of the angle of rotation of [[the]] each rotor.

8. (original) An aircraft as claimed in claim 6, wherein the ascending force coefficients of the blades are arranged to be adjusted by changing the blade angle of the blades.

9-10. (canceled)

11. (withdrawn-currently amended) An aircraft as claimed in claim [[10]] 6, wherein the blades of at least [[one]] said first rotor form, when rotating, a conical surface and the blades of ~~at least one~~ said second rotor rotate substantially horizontally.

12. (currently amended) An aircraft as claimed in claim [[10]] 6, wherein the aircraft has at least two rotors arranged on top of each other, whose blades form a conical surface when rotating.

13. (original) An aircraft as claimed in claim 12, wherein the aircraft has at least two rotors arranged on top of each other and rotating in opposite directions, the blades of the rotors forming conical surfaces in such a manner that the cone tips of the conical surfaces point downward.

14. (withdrawn) An aircraft as claimed in claim 12, wherein the aircraft has at least two rotors arranged on top of each other and rotating in opposite directions, the blades of the rotors forming conical surfaces in such a manner that the cone bottoms of the conical surfaces face each other.

15. (withdrawn) An aircraft as claimed in claim 12, wherein the aircraft has at least two rotors arranged on top of each other and rotating in opposite directions, the blades of the rotors forming conical surfaces in such a manner that the cone tips of the conical surfaces face each other.

16. (withdrawn) An aircraft as claimed in claim 15, wherein the lower rotor is arranged to form a landing pedestal.

17. (withdrawn-currently amended) An aircraft as claimed in ~~any one of claims 10~~ claim 6, wherein the tips of the blades of different rotors are connected.

18. (withdrawn) An aircraft as claimed in claim 17, wherein an apparatus generating propulsive force is arranged at the tips of the blades.

19. (withdrawn-currently amended) An aircraft as claimed in claim 6, wherein the ~~aircraft has at least one rotating rotor rim, to which the blades are arranged and which~~ rotor rim is arranged at the widest point of the body.

20. (withdrawn) An aircraft as claimed in claim 6, wherein the blades are made of an elastic material in such a manner that when the blade angles are adjusted, the blades can twist.

21. (withdrawn) An aircraft as claimed in claim 6, wherein the blades of at least one rotor are formed in such a manner that the forward parts of the blades are arranged

obliquely with respect to the horizontal plane and the rear parts of the blades are arranged to be substantially horizontal, and that the blade angle of the blades is adjusted by turning the blades around a substantially vertical shaft.

22. (original) An aircraft as claimed in claim 6, wherein the ends of the blades belonging to the same rotor are connected.

23. (original) An aircraft as claimed in claim 6, wherein the aircraft has an electric motor for rotating the rotor and electric motors for adjusting the blade angles of the blades.

24. (original) An aircraft as claimed in claim 6, wherein at least a part of the surfaces of the aircraft is made up of solar cells.

25. (original) An aircraft as claimed in claim 6, wherein the aircraft can be arranged to function as a wind generator.

26. (original) An aircraft as claimed in claim 6, wherein batteries and/or fuel cells are use as the energy source and energy storage of the aircraft.

27. (original) An aircraft as claimed in claim 6, wherein the aircraft can be arranged to be a dwelling and/or water vehicle.

28. (withdrawn) An aircraft as claimed in claim 6, wherein the blades curve outward.

29. (currently amended) An aircraft which comprises a body and at least ~~one rotor~~ two rotors connected to rotating elements ~~the body~~ and arranged to rotate around a substantially vertical axis and each comprising at least two blades, wherein the blades when rotating form a conical surface,

whereby to provide ascending force, ascending force coefficients of the blades are adjustable to be positive and to provide propulsive force, the ascending force coefficient of the blades on a forward side and on a rear side are adjustable to have opposite signs, and

wherein in level flight, the body of the aircraft produces an ascending force.

30. (previously presented) An aircraft comprising:
a body having an upper part and a lower part, the upper part of the body is more convex than the lower part of the body so that when the aircraft is in level flight the body produces an ascending force;

a rotor rim situated on a level of a surface of the body; and

a plurality of blades connected by respective roots to the rotor rim,

wherein the blades when rotating form a conical surface such that blade angles of the blades are controlled so that airflow is made to flow along the surface of the body by

increased velocity over the upper surface of the body to increase the ascending force and to produce propulsive force during level flight.

31. (previously presented) The aircraft as claimed in claim 30, wherein during level flight, the blade angles of the blades on a front side of the aircraft are adjusted to be negative and the blade angles of the blades on a rear side of the aircraft are adjusted to be positive.

32. (previously presented) The aircraft as claimed in claim 6, wherein the rotor rim encompasses a circumference of said body.

33. (previously presented) The aircraft as claimed in claim 30, wherein the rotor rim encompasses an outer periphery of said upper part.

34. (new) The aircraft as claimed in claim 6, wherein the second rotor comprises at least two blades, wherein the blades of the second rotor, when rotating, form a conical surface and has a rotating circular rotor rim to which roots of blades are connected.

35. (new) The aircraft as claimed in claim 29, wherein blade angles of the blades are controlled so that airflow is made to flow along the surface of the body by increased velocity over the upper surface of the body to increase the ascending force and to produce propulsive force during level flight.

36. (new) The aircraft as claimed in claim 35, wherein during level flight, the blade angles of the blades on a front side of the aircraft are adjusted to be negative and the blade angles of the blades on a rear side of the aircraft are adjusted to be positive.